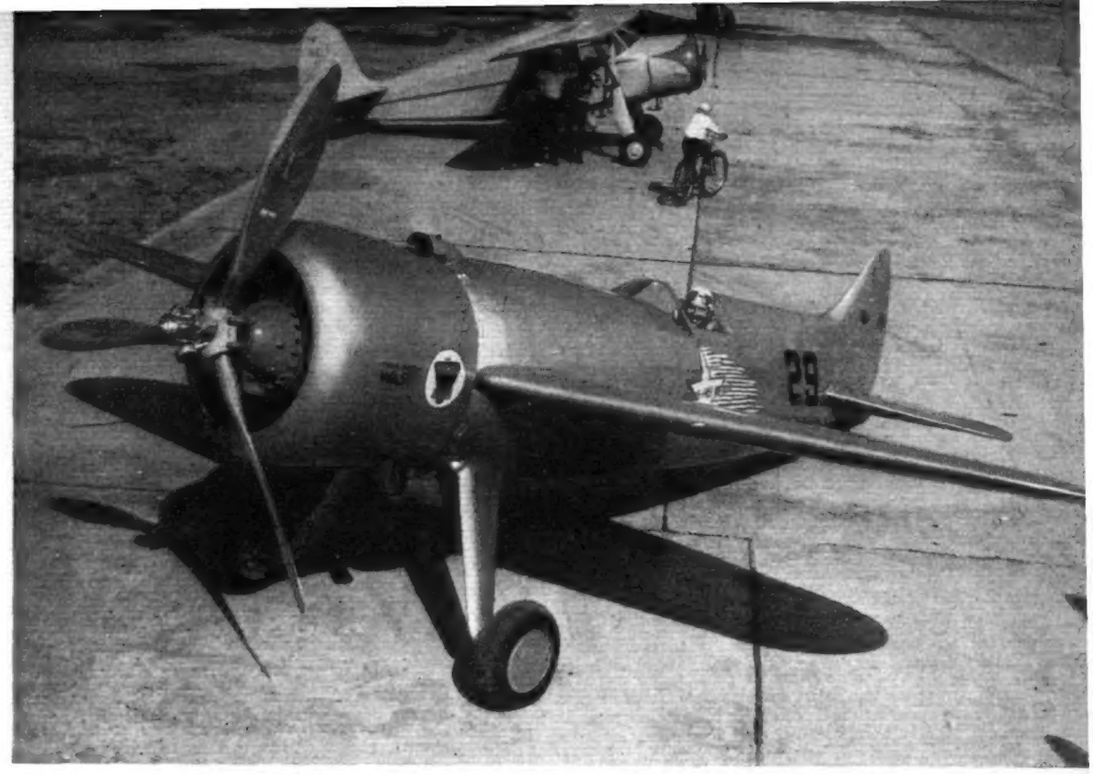


Roscoe Turner's new Twin Wasp - powered *Ring - Free Meteor* which, strangely enough, returns to the fixed undercarriage, possibly indicating some outstanding advantage of the mid-wing arrangement.

Rudy Kling, an adventurous farm-worker who spends all his pocket money on preparing for the races, carted off the massive Greve and Thompson trophies, in addition to the Henderson award for the most points scored during the four-day meet.

Technically, the races were interesting because they marked the introduction of the 14-cylinder two-row Pratt and Whitney Twin Wasp engine into the sporting field. Units of this type were fitted to Roscoe Turner's new mid-wing monoplane which has a Gladiator-like undercarriage and the Seversky of Frank Fuller and Frank Sinclair. The terrifying home-made projectiles which have come to be associated with the Races were again in evidence.

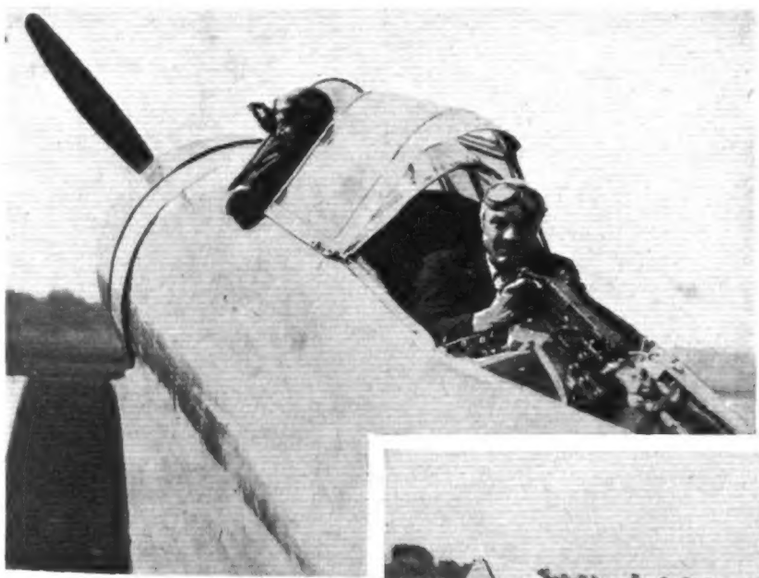
Count Otto von Hagenburg gave one of his miraculous performances on a borrowed Bücker, having dropped his own on to the ground while inverted, narrowly averting scalping himself.

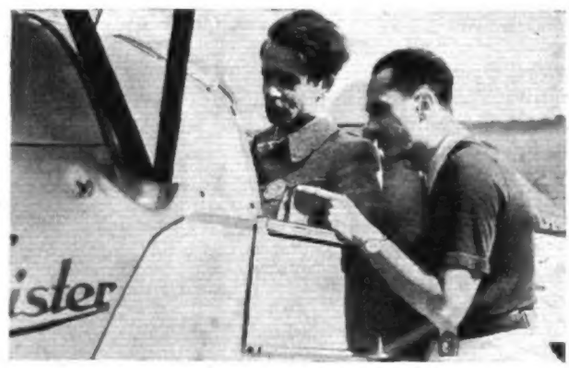
The Races provided an opportunity for the demonstration of a number of new types of aircraft, one outstanding example being the Seversky two-seater Cyclone-powered fighter built for export. Orders are expected from certain foreign powers.

The U.S. Army, Navy and Marine air services contributed exhibitions of formation flying. Of special technical interest were a squadron of Consolidated two-seater pursuit machines, mounting Curtiss Super Conqueror engines with exhaust-driven superchargers. The Marines were using Great Lakes dive-bombers, and the Navy was represented by dumpy Grumman fleet fighters.

Michel Detroyat, who put up such a marvellous performance at last year's Races on his Caudron-Renault, did not take part, although he was a spectator.

Rudy Kling (of Lamont, Ill.) amid his forest of trophies. From left to right these are the Greve, Thompson and Henderson offerings.





Count von Hagenburg (in cockpit) borrowed an aerobatic Bücker from Capt. Alex. Papana.

Two views of the new Seversky two-seater fighter developed for the export market, one showing the installation of the free Browning gun. The engine is an 850 h.p. Cyclone G. Major Alexander de Seversky is seen "up front."